

GENERAL U. S. GRANT AND PARTY AT FORT SANDERS, WYOMING, ON THE UNION PACIFIC RAILWAY, IN 1867.

The figures from left to right are Major General Grenville M. Dodge, Chief Engineer Union Pacific Railway; Sidney Dillon (in white hat), Major General P. H. Sheridan, Mrs. Potter, wife of General Potter; Major General John Gibbon, Mrs. John Gibbon, a child unidentified, General U. S. Grant, Brigadier General Frederick Dent, Katie Gibbon, Allie Potter, an unidentified man, an unidentified girl, Lieutenant General William T. Sherman, three unidentified adults and a baby, Mrs. Kilburn, an unidentified soldier, Major General William S. Harney (in cloak and high hat), Thomas C. Durant, President Construction Company Union Pacific Railway; an unidentified boy, General Adam Slemmer, Colonel L. Cass Hunt, Brigadier General Adam Kantz, Brigadier General James C. Potter.

FORT NONE TOO STRONG.

Prince's Remark and Commander's Plan for Fort Hamilton.

When Prince Louis of Battenberg commented the other day upon the ease with which a hostile fleet of warships anchored in the North River could knock New-York into smithereens a chorus arose from military authorities declaring that no hostile fleet could ever gain access to the North River, because the fortifications of New-York Harbor were much too formidable for any fleet to get past. Well, are they? No exact statement of the strength of these forts can be obtained from the War Department, for obvious reasons, but the weakness of at least one of them, Fort Hamilton, has long been apparent to the military authorities, and because of this Colonel G. G. Greenough, commander of the post, has prepared and submitted to the War Department plans for its reconstruction and enlargement, at a cost of about \$5,000,000. Secretary Taft is much interested in the project, and there is reason to believe that the needed appropriation will be granted by Congress.

Colonel Greenough points out that the fort in its present condition is in poor shape to withstand a concerted attack from land and sea. His remedy lies not only in the rebuilding of the entire post, but in the establishment and maintenance, upon a forty-five acre tract adjoining it on the north, of a permanent sanitary camp site on which a large force of regulars could be moved at short notice and camped for an indefinite period, thus affording a support to the garrison and adequate protection against land attack in the rear.

Colonel Greenough makes no attempt to mince matters in what he has to say about the condition of the fort, because of its relation to New-York City should be, he declares, the strongest in the land.

"There should be no sentimentalism," says Colonel Greenough in his report upon the needs of the post, "about the facts in this case. The old fort and redoubt do not adequately protect New-York from land attack. The natural plan of attack of the fortifications of New-York Harbor would be a sea feint in support of a powerful landing party. A successful dash by the left flank of such a force would carry the works, now absolutely unprotected and open in the rear."

"The importance of this post as a strategic point in time of war cannot be overestimated," said Colonel Greenough recently. "One of the chief defenses at the main entrance to New-York Harbor, it is practically a part of the city itself, and should be so thoroughly manned and equipped as to render it the strongest point in the country."

"At present the post of Fort Hamilton is an eyecore," declares the colonel in his report, and he adds: "Nor can all the efforts of the usual small garrison prevent it from being so."

"The need for the prompt rebuilding of this post is painfully apparent. A large percentage of the buildings are of temporary character and exceedingly uncomfortable and cheerless, besides being dilapidated and unsightly. The fairly good ones are so badly placed as to bar all improvement of the present haphazard arrangement, one in which neither comfort nor sightliness has been considered. Buildings have been stuck anywhere and everywhere without definite or apparent reason or plan, probably because of inability to obtain funds for proper grading, draining or filling in of marshy places, possibly because of lack of artistic taste or of foresight with respect to future growth."

Colonel Greenough's plan contemplates laying the forty-five acre camp site out with water and sewer mains, which, he estimates, can at small

yearly expense be kept in such condition as to be instantly ready for use of a large body of men. The mains would be so laid out as to render sanitary every part of the camp they are intended to supply. Colonel Greenough says that four regiments, or about five thousand men, can be easily accommodated in such a camp as he proposes to establish.

In addition to the accommodations of this camp site, the reconstructed post for which Colonel Greenough's plans call would provide accommodations for a garrison of twenty companies, or more than two thousand men. The present garrison of Fort Hamilton is only four hundred and fifty men, and this, says Colonel Greenough, is all who can be accommodated under existing conditions.

The colonel's plan for the reconstructed fort calls for the wiping out of all the present buildings, most of which are about forty years old, and the erection in place of them of modern brick and stone structures, fireproof and perfectly sanitary throughout. According to the plan, these would be grouped in horseshoe form about a great parade ground fronting Fort Ham-

ilton-ave. It is estimated that the land desired for the new camp site can be had for \$300,000, and that the whole plan of rebuilding the fort can be carried out for about \$5,000,000. The use of Dyker Meadow Park for a drill ground by volunteer militia when necessary is also contemplated.

John Gibbon, Brevet Brigadier General Fred T. Dent, Brevet Brigadier General A. V. Kautz, Brevet Brigadier General Adam J. Slemmer, Brevet Brigadier General Joseph A. Potter and Brevet Brigadier General Lewis Cass Hunt, all of the United States army. Grant, Sherman and Sheridan became the only full generals in our army. Dent was Grant's brother-in-law and comrade at West Point, and Slemmer was the hero of Fort Perkins. General Harney was a famous veteran Indian fighter before the war, and died here in Orange County (Orlando), where he had fought the Seminole Indians in 1837. Not one of all these warriors is alive to-day. Grant died in 1885, Sherman in 1891, Sheridan in 1888, Harney in 1889, Gibbon in 1896, Dent in 1892, Kautz in 1895, Slemmer in 1863, Hunt in 1885 and Potter in 1888.

"Three Union Pacific Railway officials are in the group—Sidney Dillon, Thomas C. Durant and Grenville M. Dodge. So far as I know, the latter is the only person in the group who is alive to-day. And yet Major General Dodge, U. S. V., was born in 1831, went through the war, and is one of a half dozen distinguished

makes the trip from Chicago to San Francisco in less than three days, but it has cost millions of money and years of hard work to make this change."

BALLOON ADVERTISING.

"Grotesques" of All Sorts Made and Used in France for This Purpose.

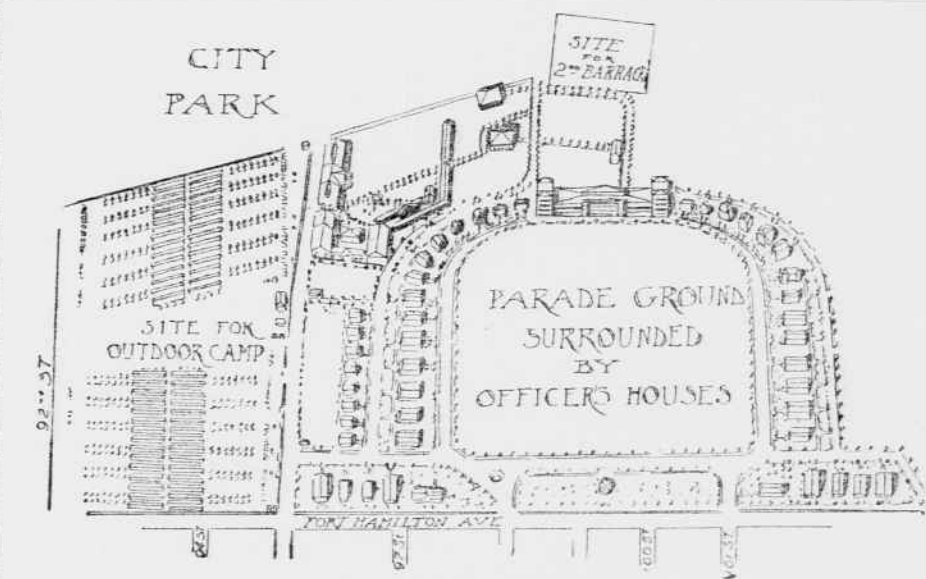
In the Vaugirard Quarter of Paris is a factory in which balloons are made—balloons of a special kind, called "grotesques," and which are used not for carrying people to the clouds, but for proclaiming the virtues and good qualities of patent medicines and other wares which advertisers have to sell. This factory has a serious department as well as a humorous department. Here was made the balloon in which André started off on his journey toward the North Pole and all the airships which M. Santos-Dumont has carried out his experiments. These have been described till all the world is familiar with them, but the "grotesques" are little known outside France.

"Did you see that gigantic balloon in the shape of a scent bottle which I made for one of the Paris expositions?" asked the manufacturer. "Well, at every ascent it was seen by at least one hundred thousand persons, and seen under conditions which made them never forget the name of the scent it was intended to advertise. That balloon cost something like \$2,000, and each trip cost about \$1,500. It was a big affair, the car holding thirty persons and the ascent lasting several hours, during which time the eyes of thousands were fixed upon the gigantic lettering covering the bottle from top to bottom."

"My 'grotesques' were originally intended for country fairs and fetes. One day a gentleman called upon me and ordered a gross of assorted grotesques, on each of which there had to be written the name of a certain pill, famed, I understand, for curing every ill. I made him up a splendid parcel of tigers and lions, elephants and crocodiles, leopards and prize porkers, dwarfs and giants, Punches and fat boys, not to mention pigs with wings, fish of strange shapes and apocalyptic beasts of various species. Well, when he got these 144 specimens of what my factory can create he had them taken to a provincial exhibition and sent up all at once. Imagine what an advertisement that was for his pills."

Here the manufacturer interrupted his story and took his visitor off to the workshops to inspect his stock. His grotesque balloons were packed in variegated bundles of from twelve to a hundred in cupboards, and he took a number of these out and instructed an assistant to inflate them.

Soon the workshop was peopled with the strangest beings. And they managed, somehow or other, to form most laughable groups. A policeman soared aloft and made a furious dive after a much inflated concierge, whom he appeared to be anxious to take before a police commissary, who had taken up a position in close proximity to a table, before which he had an air of sitting. A harlequin made pretence of playing tricks upon a butcher, with whom his accomplice Columbine was deeply engaged in conversation. Then there was a leopard which seemed to have evil designs upon the crowd of animals—pigs, rabbits and lambs—for whatever one did he always would move in their direction. To prevent a wholesale massacre the manufacturer ordered the ferocious beast to be hauled to earth again and instantly dispatched by letting out his wind. Then was witnessed one of the most comical and at the same time realistic of scenes. Grotesque indeed were the death throes of that leopard as the



PLANS FOR THE NEW FORT HAMILTON.

Prepared by Colonel G. G. Greenough, showing how officers' quarters will look when the fort is rebuilt at a cost of \$5,000,000. The proposed sanitary camp site of forty-five acres is shown at the left of the picture.

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AN HISTORIC PICTURE.

Made When General Grant Was Arranging Indian Treaties.

"As is well known," said E. L. Lomax, general passenger agent of the Union Pacific Railroad, the other day, "during the construction of our railroad a good deal of trouble was encountered from Indian attacks, and for this reason and others General Grant and a party made a trip over the Union Pacific to arrange treaties with the various Indian tribes, and a photograph of the party was taken at Fort Sanders in course of this trip."

"I doubt if at any other time so many great military heroes were thus grouped together in such a rural environment. There were General U. S. Grant, Lieutenant General William T. Sherman, Major General William S. Harney, Major General

corps commanders still living, and he is yet a very active and eminent railroad official. There are some officers' wives and children in the group—Mrs. Gibbon, Mrs. Potter and Mrs. Kilburn—and it is possible some of their children in the picture may be alive to-day. It is only when we view a group like this of great soldiers, of which only one survives, that we realize how rapidly our heroes of the Blue and the Gray are passing from us.

"I knew Grant, Sherman and Sheridan, with whom I spent many pleasant hours, and it does not seem so very long since I met them all three for the last time. General Harney died years ago, but his widow by a second marriage still lives at Orlando, and I have often visited her there. She is totally blind in her old age, and depends largely upon her devoted daughter, Mrs. H. L. Beeman, for many attentions. She is an entertaining old lady, and delights to talk of her once famous husband, and although she is blind I have sent her a copy of this group picture, in which General Harney, tall and straight as an old Indian chief, is really the most conspicuous figure."

"Old army officers and pioneers well remember the Overland Mail, twenty-four days from St. Louis to San Francisco. To-day the Union Pacific Railway's train, the Overland Limited,